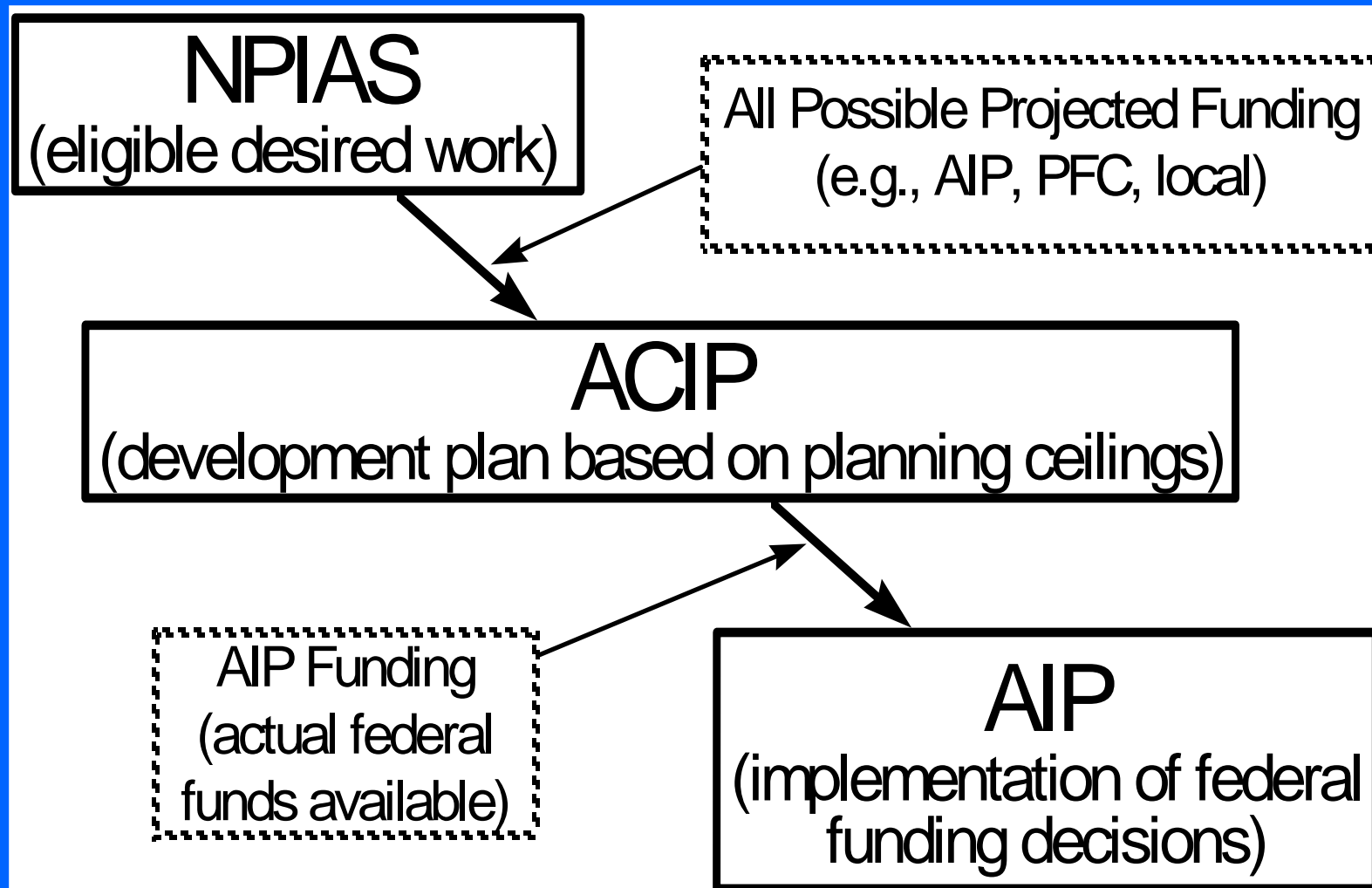**San Francisco**
Airports District Office

Goal for Session

- Gain a basic understanding of the AIP Project process

Understanding the relationship between NPIAS, ACIP and AIP

NPIAS
(eligible desired work)

All Possible Projected Funding
(e.g., AIP, PFC, local)

ACIP
(development plan based on planning ceilings)

AIP Funding
(actual federal
funds available)

AIP
(implementation of federal
funding decisions)

3

I. What is NPIAS?

- NPIAS stands for the **National Plan of Integrated Airport Systems**
- Resource: FAA Order 5090.3B, Field Formulation of the National Plan of Integrated Airport Systems (NPIAS)
- Identifies airports and associated development to meet present & anticipated needs of
  - Civil aviation
  - National defense
  - Postal Service
- Must be realistic and able to be implemented

4

Primary Criteria for Entry into the NPIAS
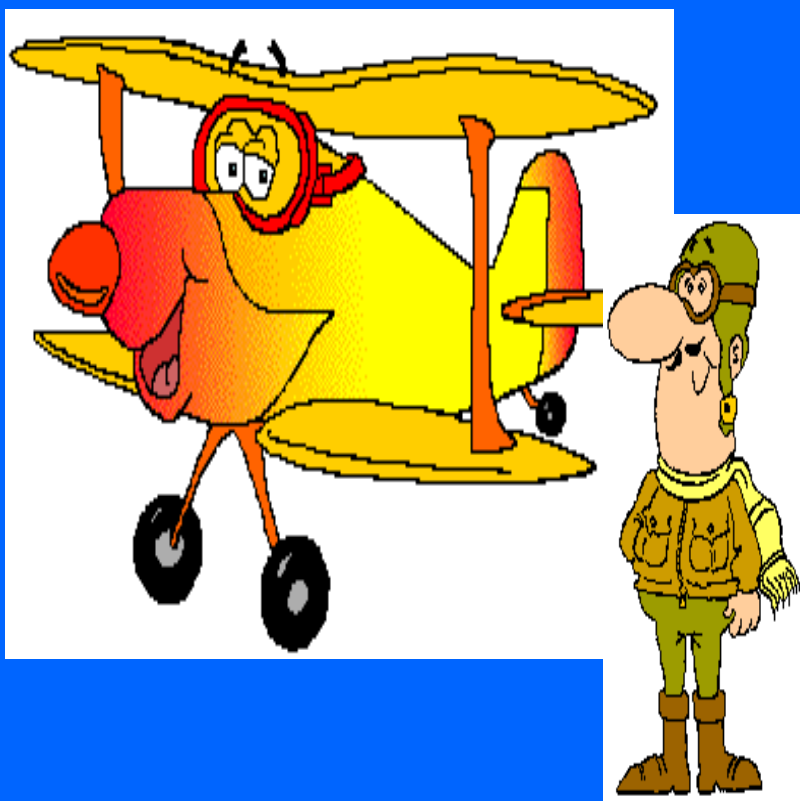
- The Airport is open to the public and generally publicly owned

- The Airport is of national value; i.e., will serve a national system need

- It is financially feasible to develop the airport in accordance with FAA Airport Design Standards

- Will, with development, meet forecasts of aviation demand.

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Secondary Entry Criteria

- Airport is located at least 30 minutes ground travel time from the nearest NPIAS airport and

- Airport has or is forecasted to have at least 10 based aircraft within 5 years

- There is special justification showing that the facility is of national interest or the facility will serve or support an isolated community, a recreation area, a national resource area or a Native American tribe.

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Types of Airports

■ Commercial Service
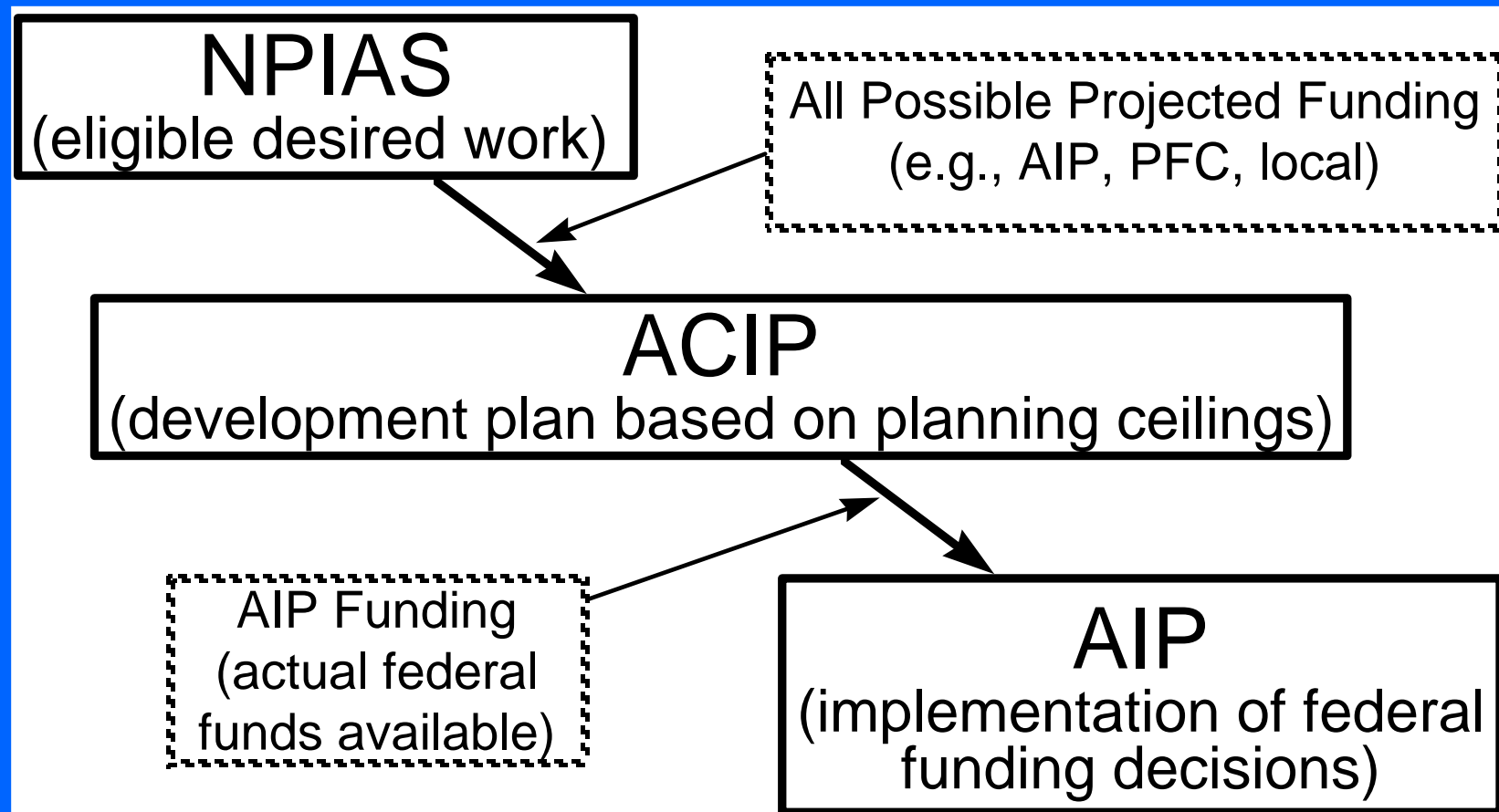 – Enplane at least 2,500 passengers & have scheduled service

■ Cargo Service
  – Served by cargo-only aircraft with total annual landed weight of more than 100 million pounds

■ Reliever
  – Designated by FAA to relieve congestion at a Commercial Service Airport

■ General Aviation (GA)

II. ACIP (Proposed AIP Projects within 5 year Planning Horizon)

NPIAS (eligible desired work)

All Possible Projected Funding (e.g., AIP, PFC, local)

ACIP (development plan based on planning ceilings)

AIP Funding (actual federal funds available)

AIP (implementation of federal funding decisions)

What is the ACIP?

- FAA Order 5100.39A, identifies the Airports Capital Improvement Plan (ACIP) as the:

   "Final plan that shows expected expenditures of AIP funding for the fiscal year in which contract authority exists."

- The FAA utilizes the ACIP to better distribute Airport Improvement Program (AIP) funds based on long range planning, priority ratings and local need for development.

- All proposed projects must be depicted on an approved Airport Layout Plan (ALP) and in the ACIP to be eligible for AIP funding.

ACIP…

- The ACIP document may include the following airport projects:

  - Airport Master Planning/ALP
  - NEPA Environmental Studies
  - Development/Construction
  - Security enhancements
  - Capacity Improvements
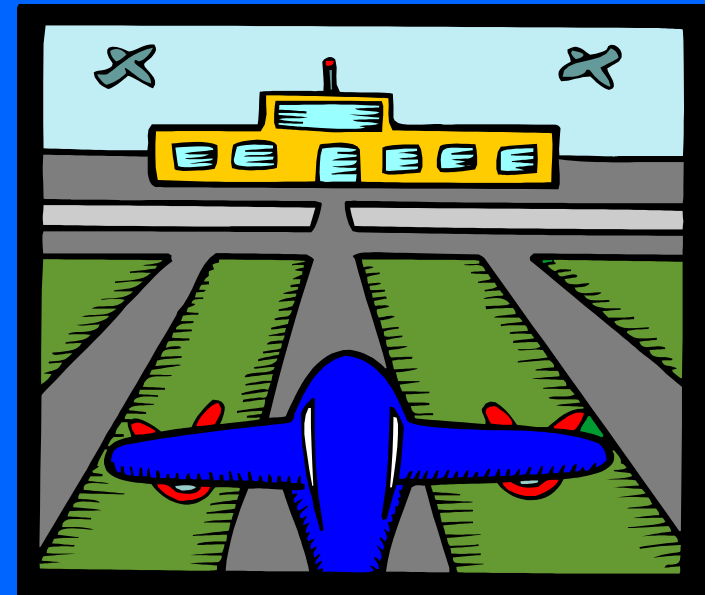
Why do we <u>update</u> the ACIP?

- The Needs of the Airport change.
- Determines amount of the $150,000 each General Aviation airport is eligible to receive.
- Levels the playing field and positions airports <u>competing</u> for additional funds.
- Provides a snapshot of the upcoming FY expenditure of funds/projects at airports nationwide.
- Annual requirement to determine funding levels.

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How to develop the ACIP

Understand the following:

- Projects

- Timing – Proper Project Sequencing

- Funding

Projects

- Is the proposed project on an approved Airport Layout Plan (ALP)?

- Does the proposed project meet criteria set forth in the AIP Handbook (FAA Order 5100.38B)?
  - Project eligibility?
  - Project justification?

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Timing – Proper Sequence

- Is the planning complete?

- Is the proposed project depicted on an approved ALP?

- Is there an appropriate NEPA Environmental determination (FONSI, ROD, etc)?

- Is the preliminary design complete?

- Is the timing adequate, does it take into account some projects require more than a year between deliverables?

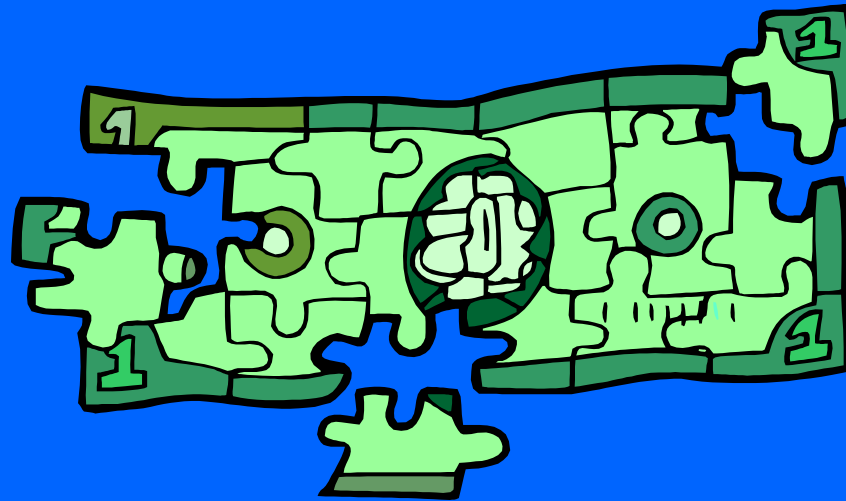- Has phasing the project been explored?

14

Funding

- What are the possible sources of proposed project funding?
  - Federal (AIP or PFC)
  - State
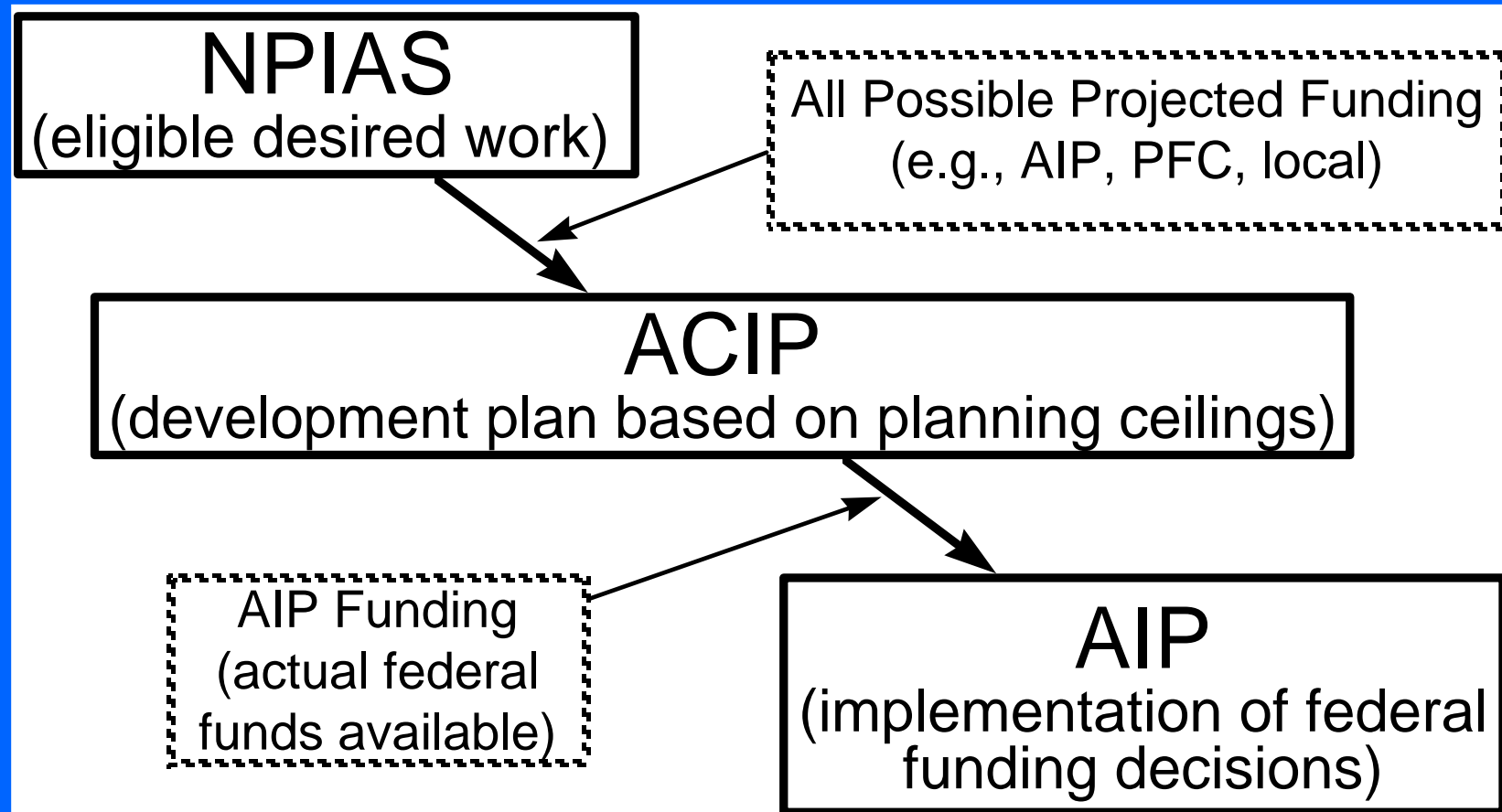 - Local

Which leads us to $$

The ACIP is the first step in the process leading towards receiving a grant for a future project.

How is the ACIP tied to AIP?

- ACIP *plans* for the project.

- AIP *provides* Federal funds for the project.

- *If you don't plan, we don't fund!*
  Be Advised: JUST BECAUSE A PROJECT IS JUSTIFIED & ELIGIBLE DOESN'T MEAN IT WILL BE FUNDED.

III. AIP

NPIAS
(eligible desired work)

All Possible Projected Funding
(e.g., AIP, PFC, local)

ACIP
(development plan based on planning ceilings)

AIP Funding
(actual federal
funds available)

AIP
(implementation of federal
funding decisions)

What is AIP?

- AIP stands for **Airport Improvement Program**.

- This federal program allows the FAA to issue grants to airport sponsors to help with funding necessary and eligible development at airports identified in the NPIAS.

- AIP is funded by the Aviation Trust Fund.

AIP Funding Levels and Duration

- Vision 100 – Century of Aviation
     Reauthorization Act

- Funding Levels and Duration:
  - $3.4 Billion = FY 2004
  - $3.5 Billion = FY 2005
  - $3.6 Billion = FY 2006
  - $3.7 Billion = FY 2007

Where Do the Funds Come From?

- The current program was established by the Airport and Airway Improvement Act of 1982 (Public Law 97-248). Since then, the AIP has been amended several times, most recently with the passage of the Wendall H. Ford Aviation Investment and Reform Act for 21st Century (AIR-21).

- Funds obligated for the AIP are drawn from the Airport and Airway Trust fund which is supported by user fees, fuel taxes and other similar revenue sources.

- State Apportionment & Entitlements are based on formula and Discretionary is based on a criteria priority system. LOI's are funded from Discretionary.
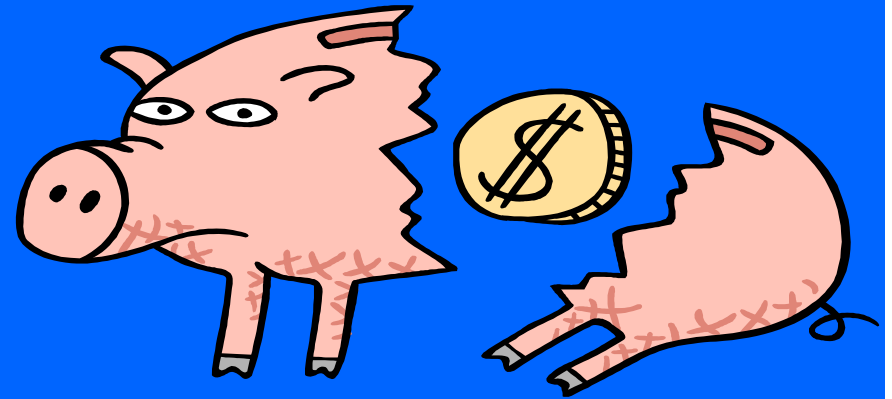
Types of Federal AIP Funds

1. State Apportionment
2. Discretionary
3. Entitlements

State Apportionment

- Funds apportioned for use within the State that remain available for the FY in which first authorized and the 2 FY's immediately following.

Discretionary

- Remaining funds after the apportionments are made and the set asides are accommodated; used for preserving and enhancing capacity, safety, security, and carrying out noise compatibility planning.

Entitlements

- **Passenger Entitlements**
  - At commercial service airports enplaning more than 10,000 people. Amount of entitlements are based on the number of enplaned passengers.

- **Non-Primary Entitlements**
  - At GA airports. Amount of entitlement is based on 1/5 of the development shown in the ACIP for the next 5 years, but not to exceed $150,000.

- **Cargo Entitlements**
  - At airports that enplane more than 100 million pounds of cargo (based on Aircraft max landed weight). Funding is based on the percentage of cargo weight at the airport vs. cargo weight of the nation.

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New Flexibilities for NonPrimary Entitlements:

- Sharing of entitlements among airports in the same state or area

- Use entitlements for limited revenue producing aeronautical facilities, if all of its airfield needs are met

- Use for terminal development (More clarification coming soon)

- Permits reimbursement for a project started prior to a grant issuance

- Extends life entitlements by one year (from 3 to 4 years)

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The Other Federal Funding: PFC's

- Commercial Service Airports enplaning 2500+ passengers are eligible

- Can charge $1, $2, $3, $4, or $4.50 per passenger

- Use funds for AIP eligible development, gates and related areas

- Must enhance safety, security, capacity, competition or mitigate noise

- FAA approval needed

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Project Formulation

1. **Airport included in National Plan of Integrated Airport Systems (NPIAS)**

2. **Preliminary Planning Coordination**

3. **Secure Planning Consultant**

4. **Scoping Meeting**

Project Formulation

5. **Prepare and submit Master Plan/ALP**

6. **Initiate and Complete Environmental Review.**

7. **Verify ALP approval**

Project Programming

1. **Prepare and Submit ACIP Project Data Sheet**

2. **Coordinate with FAA on availability of AIP funding**

3. **Verify Status of Disadvantaged Business Enterprise (DBE) program**

Project Programming

4. **Verify status of Pavement Maintenance Program (Paving Projects)**

5. **Verify status with the FTA ECHO Reimbursement system**

6. **Verify Data Universal Numbering System (DUNS) Number**

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Project Design Phase

1. **Secure an Engineering Consultant**

2. **Predesign Meeting**

3. **Engineers Report**

4. **Submittal of Final P&S and Sponsor Certification**

Project Bid Phase

1. **FAA Approval to Solicit**

2. **Public Solicitation**

3. **Bid Opening**

4. **Sponsor Written Recommendation**

5. **FAA Approval in Award of Contract**

GRANT APPLICATION

1. **Application Form**

   Application for land, development and equipment projects (Excludes Planning Projects)

   - SF424 Application for Federal Assistance
   - Part II – A   Project Approval Information
   - Part II – B   Not Required
   - Part II – C   Land and Property Interests
   - Part II – C   (Cont.) Land and Property Interests
   - Part III – A and B

     Budget Information and Grant Calculation
   - Part III – C and D

     Exclusions and Financing
   - Part IV   *Program Narrative*

APPLICATION ATTACHMENTS

1. **Exhibit "A", Airport Property Map**
2. **Standard DOT Title VI Assurances** (not required if previously submitted after 10/85)
3. **AIP Required Statements**
4. **Certification for Contracts, Grants, Loans and Cooperative Agreements**
5. **Certification Regarding Drug Free Workplace Requirements**

APPLICATION E-FORMS

http://www.faa.gov/arp/anm/publicati
ons/forms/index.cfm?nav=forms#app
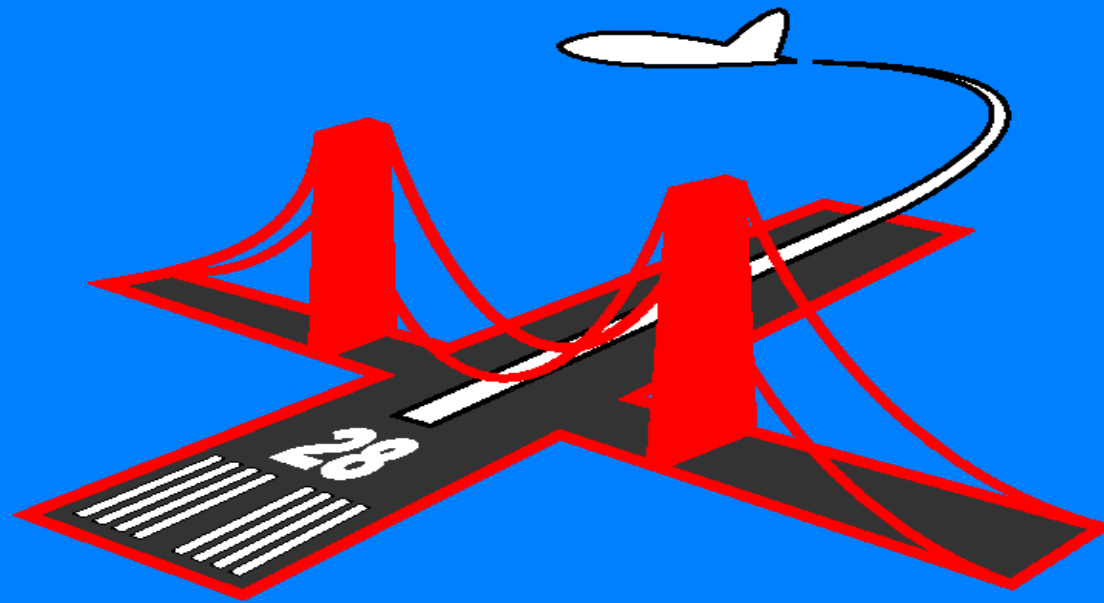lications

GRANT OFFER

1. **Congressional Release of Funds**

2. **Grant Offer and Execution**

3. **Attorney Certification**

4. **Executed Grant Agreement**

Project Accomplishment
(Grant to physical completion)

1. Construction Projects

2. Methods of Payment

3. Request for Grant Amendment

4. Project Closeout

5. ADO Administrative Review

6. Audit Determination

Thank You !